

# Shipping

## EXPOSITION COMMISSIONERS ENTER-TAINED DURING STAY OF NIPPON

Representative Japanese of Honolulu awaited the arrival of the Toyo Kisen Kaisha liner Nippon Maru from San Francisco this morning for the purpose of extending a welcome to a trio of commissioners appointed by the Japanese government to select a suitable site for an exhibit at the Panama-Pacific Exposition.

Messrs. C. Takeda, Y. Katayama and H. Yamawaki are the three representatives who have spent some weeks on the coast and were accompanied every courtesy at the hands of the directors of the big fair.

The Commission is returning to Japan, bearing among many souvenirs, several sets of moving picture films, depicting the ceremonies of selecting a site. These pictures are to be shown throughout Japan with a view of instilling a favorable sentiment in behalf of the exposition.

Captain Stevens reports a fine trip down from the coast. The Little White Yacht was alongside Alakea wharf and her 57 cabin passengers were soon scattered about the city on sight-seeing tours.

The Nippon brought no passengers for Honolulu. The thorough list includes 11 second class and 46 steerage, for the most part Asiatics.

Russar "Tommy" McCombe is one of the moving spirits in serving to promote good fellowship and at the same time a pleasing program of sports and entertainments. A number of interesting events have been given.

The steamer has a very large cargo, amounting to nearly three thousand tons. In the specie tanks repose a million dollars in silver currency and bullion.

The Nippon Maru is scheduled to continue the voyage to Japan and China ports at five o'clock this evening.

The liner is to depart from Honolulu with fourteen additional cabin passengers.

Mail to the amount of 246 sacks arrived in the vessel.

### Ventura Brings Refrigerated Cargo.

A quantity of refrigerated meats and supplies is to be landed at Honolulu from the Oceanic liner Ventura. This vessel is nearing the islands and should reach port early Monday morning, according to a wireless message received at the agency of C. Brewer & Co.

The Ventura, from San Francisco, is to bring 80 cabin and five steerage passengers, with twenty-two tons of general and forty tons of ice-house cargo for Honolulu.

It is expected that the Ventura will be dispatched for Sydney, N. S. W., by way of Pago Pago, at 5 o'clock Monday evening.

### Army Transports Prepare for Sea.

SAN FRANCISCO, Sept. 11.—Three of the largest army transports in the Government service—the Sheridan, Buford and Crook, are tied up to the wharves at Fort Mason under a full head of steam, ready to proceed south at any time. While the officers in authority at the Western Division of the Army deny that they have received any authorization to arrange for the movement of troops toward the Mexican border, the fact remains that the three transports are today under a full head of steam, the quartermaster's office at the Presidio has brought its full force of clerks to work sorting out the tents and equipment used at the recent maneuvers ostensibly with a view of utilizing them for further maneuver service, and that the ordnance officer at the Presidio has in his possession some 1,000,000 rounds of ammunition or five times as much as he is supposed to have in time of peace.

Each transport now at the dock at Fort Mason is capable of transporting about 1500 soldiers. Never in the history of the military service of the United States has more than eighty rounds of ammunition been listed to one man. Twice that amount is today available to the soldiers at the Presidio.

The fact that the three transports have been keeping up steam may be significant, or it may not. One thing, however, is certain—the transports are ready for any emergency. The Presidio troops are ready for any emergency. The troops of the Western Division of the Army are ready for any emergency.

Should a call to arms come today, the Western Division will be found ready. It has the guns, it has the men, it has the ammunition and it has the class of men capable of "putting" over any proposition necessary. From interviews with the commanding officer of the Western Division it seems that no immediate call to arms is contemplated. Whether it is or whether it is not, the fact seems certain that the American Army is ready.

### Passing Of The Lady Operator.

The proposed installation of young woman wireless operators in a number of Trans-Pacific steamers, mooted a year ago, and which resulted in Miss Mabel Kelso taking the position in

the former Oceanic liner Mariposa has not proved a success.

There is one field into which the modern female of the species cannot tread. The government and officials of the Marconi Wireless Company have put the ban on lady operators and the visions entertained by many a ship's officer of a dainty "Spark," clad in tailored serge, wearing gold buttons and a saucy cap, tripping in and out of the wireless-room, must pass into the void of unrealized dreams.

Why the fair sex are thus prohibited from becoming licensed wireless operators with the chance of being heroines when the occasion demands an "S. O. S." is not explained except "that it is the policy of the company."

The first, last and only woman wireless operator to occupy a position on a steamer was Miss Mabel Kelso, who until a few days ago tapped the merry keys aboard the liner Mariposa.

### Diesel Engines For Fishing Craft.

VICTORIA, September 12.—The fishing vessels Bay State and Knickerbocker, being built in Massachusetts for the New England Fishing Company of Vancouver, will be the first craft on this coast to be equipped with Diesel engines. These schooners are sister vessels of the modified knockabout type. They will be 126 feet long over all, 102 feet in length on the water line, 24½ feet beam and will have a mean draft of ten feet.

Interest has been aroused among shipping men by the announcement that the vessels will be propelled by Diesel oil engines. As pioneers in this field, their operation will be watched closely.

The Bay State and the Knickerbocker will be twin screw vessels and their oil engines will be divided into two units of 100 horsepower each. The new vessels should reach the North Pacific next March and will bring the strength of the New England Fish Company's fleet up to six vessels, the others being the Manhattan, New England, Kingfisher and Prospector. Plain pole masts will be used on the Bay State and Knickerbocker with no topmasts and the sail area will be cut down to 4500 square feet—less than one-half of that with which vessels of this size would be normally equipped. The schooners will burn a low grade of asphaltum oil.

The increase South American Service. An interesting phase of the development of Japanese subsidized shipping lines appears in the announcement that the Toyo Kisen Kaisha is about to add three new steamers to its line between Hongkong and the west coast of South America. About three years ago this line, under special Japanese Government subsidies which are still maintained, established a monthly service on comparatively small ships from Hongkong to Valparaiso, Chile.

There was then little trade between Japan or other portions of the Far East and that portion of South America, but it was hoped that, in time, trade in either direction could be developed, hope being entertained especially that trade in Chile's nitrate exports might furnish a foundation for continuance of the service. It appears now that this export of nitrate from Chile to Japan has reached 300,000 tons annually, while there has developed a large trade in export from Japan of rice, beans, and articles of food for army supplies, as well as a large increase in Japanese furniture, silks, earthenware, and novelties. The vessels now on the run are not able to handle present traffic and it is expected that in addition to the present volume of trade Peru and Chile will soon be able to export material quantities of cotton to Japan.

### Sparks From The Wireless.

Several transpacific steamers en route to the islands have been heard from through late wireless messages, as follows:

H. N. S. S. Hyades, en route from Seattle for Honolulu, 8 p. m., Sept. 26.—495 miles from Honolulu. Arrive Friday evening.

M. N. S. S. Wilhelmina, en route from San Francisco, 8 p. m.—1621 miles from Honolulu, sea calm, weather fine, all well.

### Ventura Report.

The following wireless message has been received from the Oceanic S. S. Co.'s S. S. Ventura, bound for Honolulu from San Francisco, Cal.:

S. S. Ventura, at sea, Sept. 26, 8 p. m.—60 cabin passengers; 5 steerage passengers; 22 tons general cargo for Honolulu; 40 tons icehouse goods. Will arrive off port Monday morning.

### Iwalani on the Way With Cattle.

The Inter-Island steamer Iwalani is on the way to Honolulu with a shipment of cattle, according to a report received here today with the arrival of the steamer Kilauwa. The Iwalani was to call at Keahou for cattle.

## TIDES—SUN AND MOON

Date	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide
Sept. 23	2:30	1:15	2:00	9:05	5:50	5:51
24	2:49	1:16	2:43	9:22	5:50	5:50
25	3:15	1:15	3:15	9:40	5:51	5:49
26	3:43	1:13	3:50	10:00	5:51	5:49
27	4:24	1:15	4:08	10:20	5:51	5:48
28	5:00	1:16	4:35	10:41	5:51	5:47
29	5:40	1:17	5:02	11:05	5:52	5:46

Full moon Sept. 26 at 1:23 a. m.

## WEATHER TODAY

Temperature—6 a. m., 74; 8 a. m., 77; 10 a. m., 79; 12 noon, 80. Minimum last night, 74.  
Wind—6 a. m., velocity 6, direction NE.; 8 a. m., velocity 2, direction NE.; 10 a. m., velocity 8, direction NE.; 12 noon, velocity 12, direction NE. Movement past 24 hours, 189 miles.  
Barometer at 8 a. m., 30.02; dew point at 8 a. m., 65; relative humidity, 8 a. m., 65; absolute humidity, 8 a. m., 6.45. Total rainfall during past 24 hours, T.

## VESSELS TO AND FROM THE ISLANDS

(Special Cable to Merchants' Exchange.)

### SAN FRANCISCO—Sailed, September 27, 1:30 p. m., S. S. Tenyo Maru, for Honolulu.

SAN FRANCISCO—Arrived, September 27, 10:06 a. m., S. S. Sierra, hence September 21.

YOKOHAMA—Arrived, September 26, S. S. Nile, hence September 14.

MENDOCINO—Sailed, September 26, Schooner J. M. F. Griffith, for Honolulu.

PORT GAMBLE—Sailed, September 26, Barkentine Kilikittat, for Hilo.

### AEROGRAMS.

S. S. VENTURA will arrive from San Francisco Monday morning with 60 cabin and 5 steerage passengers; 22 tons general and 40 tons cargo on ice.

S. S. NIPPON MARU sails for Yokohama 5:00 p. m. today.

### Philippines May Get Direct Service.

MANILA, P. I., Aug. 31.—In a recent communication the postmaster general of the United States expresses the opinion that the postoffice department can do nothing toward the establishment of a direct line of steamers between the west coast of the United States and Manila because of a provision in the ocean mail act of 1891 which limits special rate contracts to vessels plying between the United States and foreign ports.

It has been possible through the operation of this law for the United States government to establish direct steamship and mail service between its own and foreign ports such as Australia, and it was thought that some such arrangement could be made for a direct mail line to Manila.

The proposition has now been advanced that the Philippine Islands have been held by the supreme court of the United States to be foreign territory, and on this point the matter may again be presented to the postmaster general with a renewal of the request for a special rate route. The matter is now in the hands of the merchants' association, by which body it will be finally disposed of.

### Lumber Laden, Vessels Race For Hawaii.

Departing from Everett, Washington each laden with a full shipment of lumber, the American schooners Spokane and the Taurus are speeding in the direction of the Hawaiian Islands, a wager said to have been made at start, proving an incentive for efforts toward a speedy trip.

The two windjammers are en route to Hilo. The vessels departed from the Sound port nineteen days ago. The arrival of one or both schooners at the Crescent city should be reported at any day.

Capt. Charles Peterson, of the Taurus, and Capt. McDonald, of the Spokane, are carrying lumber cargoes from Everett mills. When the Taurus made her last homeward trip she showed class in sailing, and understanding this, Capt. McDonald playfully bet his fellow skipper that the Spokane could beat him to Hilo.

The race now on is interesting local marine men, for the skippers are well and popularly known.

### Foreigners Acquiring Merchantmen.

Reports of buying and building of commercial vessels received by the marine department of the Chamber of Commerce for the last month show that foreign nations are building up their mercantile marine by the acquisition of many bottoms. The smaller maritime countries, including Norway, Greece and France, are particularly active in securing bottoms for the purpose of commerce, and shipping in England also has taken an interest which augurs well for sea trade. Although trade by sea suffered a slump for two years, the activity now being manifested indicates that it is coming back into its own.

The proximity of the opening of the Panama canal, now more than four-fifths completed, is assigned by shipping men as the reason for the boom. Practically every shipyard of the United Kingdom has received enough orders for vessels to keep them busy for a year or more.—Call.

### Skipper Loses License.

There are many friends of Captain P. C. Armstrong, master in the steamship Pleiades, at the port of Honolulu who will regret to learn that through the unfortunate experience in going ashore, 12 miles off Port San Lazaro,

California on the morning of August 16th, he has been obliged to relinquish his license, for a period of sixty days. Captain Armstrong is no stranger to this port and is well known by a number of local shipping men. The skipper is said to have waived his preliminary hearing before the San Francisco inspectors, preferring the judgment of Inspector Bulger, who in passing on the case is reported to have said:

"After careful consideration of your statement in relation to the stranding of the steamer Pleiades, 12 miles north of Cape San Lazaro, on the morning of August 15, 1912, I am satisfied from the position of the vessel that there was an error of judgment on your part in allowing your vessel to set at least 12 miles inside her course."

Your statement, and the statement of Captain Graham of the steamer Washtenaw, that there was a strong current setting in off shore, does not influence me in my decision, as I believe if such a set was there, you should have noted the same and hauled your vessel off shore."

### Largest For Pacific.

The largest passenger liner for the trans-Pacific trade was launched a few days ago on the Clyde. She is the steamer Empress of Russia, and will operate in the service of the Canadian Pacific Railway from Far Eastern ports to British Columbia. The vessel is a palatial three-funnel liner, with cruiser stern, of 14,500 tons register, with a guaranteed speed of twenty-one knots on her trial and an average speed of nineteen knots an hour.

The Board of Trade and the Board of safety provide that modern passenger liners shall be buoyant with two compartments flooded, and the new Empress of Russia is the first modern steamer that will float with four compartments filled.

The nearest approach in size and speed of the trans-Pacific carriers to the new Empress are the Shinyo Maru, Chiyu Maru and Tenyo Maru of the Toyo Kisen Kaisha, vessels of 12,500 tons register.

### Four New Cutters.

Plans have been completed by the Treasury Department for the construction of the four revenue cutters authorized in the closing hours of Congress. The commissioning of these new vessels, at a total cost of \$925,000, will mark the passage from view of three veteran craft. They are the Woodbury, the oldest vessel flying the government flag, forty-seven years in service; a \$225,000 cutter will take the Woodbury's place in patrolling the Maine coast. The Manhattan, thirty-eight years of age, the anchorage patrol boat in New York harbor, its successor will be a \$100,000 tug. The Wionna, twenty-two years of age, the government guardian of the Gulf of Mexico, to be replaced by a \$225,000 cutter. A \$350,000 cutter will make up the shortage of the present Alaskan fleet, caused by the loss of the Perry two years ago.—Chronicle.

### Northland Aground.

KETCHIKAN, Alaska, Sept. 8.—The steamship Northland of the Northland Steamship Company struck on Pond reef, Tongass narrows, late last night and is hard and fast on the rock. The vessel is resting on an even keel and is not exposed to the sea. Five hundred tons of ore in its cargo are being discharged to lighters, and it is believed the Northland will be floated on the next high tide.

The Northland had the barge Washington, loaded with ore saved from the wreck of the barge Charger, in tow, and when the steamer struck the barge overran it, inflicting some damage to its stern.

It is believed the Northland will be able to continue its voyage to Seattle, where repairs can be made.

### French Bark Believed Lost.

PORTLAND, Ore., Sept. 7.—News of a possible tragedy at sea, but with details lacking, was received in this city today from Captain Brown of the British bark Killarney, which arrived at Astoria from Callao on September 1.

Captain Brown reports that on August 18, in 25 north, 138 west, he sighted the French bark Eduard Detaille with a number of her spars carried away and showing other indications of hard usage, but apparently making fair speed. The French vessel has not been reported, and mariners believe that she would have been heard of before this if she had not encountered further trouble. The Detaille was bound from Rotterdam for Portland to load wheat. She was one of the finest French barks afloat, it is said.

### Raise Fares of Steerage Passengers.

Chinese steerage passenger fares from Victoria, Seattle, Tacoma, Vancouver and San Francisco to ports in China and Japan have been advanced by the Blue Funnel Line and the Canadian Pacific Railway company, operating out of British Columbia ports, and the Oriental Lines terminating at San Francisco, have announced an advance in the rate from \$47.50 to \$51. The Bank Line, Ltd., which has hitherto maintained a rate of \$43.50, has announced that, as a result of the advance made by other lines, a rate of \$47.50 would become effective from August 1.

### Kilauea Brought Varied Cargo.

It was a varied cargo that was received with the coming in today of the Inter-Island steamer Kilauea. This vessel, from Kona and Kau ports of call, returned with a fair list of passengers. Included in the freight list were shipments of chickens, sheep, cows, 23 crates chickens, 25 head cattle, 32 pigs, 48 calves, 58 bunches bananas, 89 pieces koka, 598 sacks coffee, 7500 sacks sugar and 210 packages sundries. The Kilauea experienced good weather on the trip homeward.

### Kona Sugar Report.

According to report brought to the city with the arrival of the Inter-Island steamer Kilauea, the following sugar is awaiting shipment at Kona and Kau: H. A. C., 1755 sacks; H. A. Co., 631; P. P. Co., 7500.

## CHANGES AT NAVAL STATION

Several navy and marine corps orders arrived today which will considerably change the personnel of the local naval station staff. Officers who have made many friends here during their tour of duty will have to say good-bye and change stations, while others will come to take their places.

Passed Assistant Surgeon James S. Woodward, who has been serving at Mare Island, is ordered here for duty. Whether or not this means that Surgeon George Tucker Smith is to be relieved immediately, is not known. His tour of duty here is about up.

At Camp Very there will be some new faces. Lieutenant Edward A. Blair today received orders which take him to the Advance Base School at Philadelphia. By the same mail comes the information that Captain Richard M. Cutts and Lieutenant Francis T. Evans have been ordered to Honolulu. The former has been stationed at Norfolk, Va., and the latter at Mare Island.

As soon as the local marine corps is strengthened by the arrival of men that have been for a long time promised, the detail at Pearl Harbor will be increased. For some time past a handful of marines have been on duty at the new naval station, to act as a police force and to guard governmental property. The local battalion is so short of men that a short time ago it became necessary to restore the volunteer bandmen to regular duty, from which they had been excused on account of their musical abilities.

## PASSENGERS ARRIVED

Per T. K. S. S. Nippon Maru, from San Francisco.—Per Honolulu: None. For Yokohama: Miss G. Garst, J. D. Halliday, Y. Katayama, I. Oura, Mrs. J. A. Rabbitt and infant, Master R. Rabbitt, Lieut. F. F. Rogers, Miss L. Roth, G. Takeda, Dr. I. Tanimura, H. Yamawaki, Miss H. Zurbenson.

For Kobe: Rev. H. Lindstrom, E. L. Newell. For Shanghai: Chang Lai, Mrs. J. B. Davis, Miss E. B. Folland, A. Glasunov, Rev. J. A. O. Gotteberg, Mrs. J. A. O. Gotteberg, Miss M. N. Kulberg, Kwang Chang, Carl K. Newman, L. Norris Newman, Miss J. New, Mrs. J. F. Raven and infant, Dr. C. M. Lacy Sites, Mrs. C. M. Lacy Sites, Prof. E. Sovick, Mrs. E. Sovick, Miss G. Sovick, Master E. Sovick.

For Hongkong: W. S. Boston, Loo Fong, Miss M. Hodges, Mrs. W. L. Hodges, Mrs. K. L. Johnston, F. G. Keeling, Mrs. F. G. Keeling, O. S. Lee, Mrs. O. S. Lee, S. K. Li, Mrs. S. K. Li, Master Louis Li, Mrs. A. Marsh, G. W. Marshall, Mrs. A. C. Mayer, Miss R. A. McCullough, W. A. Menter, Miss F. Plomer, A. N. Quayle, Mrs. H. Sechrist, Mrs. Yung Shee, B. Webb, Mrs. B. Webb.

Per str. Kilauwa from Kona and Kau ports: P. Mal, D. Kaupoko, Rev. Keala, S. Lazaro, Miss Hao, Rev. T. Moto, Miss M. Kalle, S. Kulla, Rev. A. S. Baker, Rev. Yuzul, W. M. Momeny, A. Hanenberg, A. L. Castle, W. K. Namamu, Dong, W. P. Moralla, F. Costa, R. O. Matheson, E. A. Mott, Smith, W. L. Fisher, Mrs. Fisher, E. Ellis, G. L. Hadley, J. A. Crawford, Jno. Taylor, J. Harvest.

## PASSENGERS BOARDED

Per T. K. S. S. Nippon Maru, for Japan and China ports.—From Honolulu: J. Armstrong, Mrs. J. Armstrong, Miss A. Cassells, Miss M. Dalton, C. E. Lake, Miss E. Sommer.

## Harrison Direct Line Add New Territory.

The Harrison Direct Line, freighters operated under this company having made frequent call at Honolulu is reported to have added more territory to the present round the world schedule.

Advices received here today that seizing their opportunity with the announcement of the withdrawal of the Pacific Canadian Steamship Company from the Mexican service, the Harrison Direct Line has completed arrangements whereby the steamships of that line will make regular calls at the port of Salina Cruz. The first of the fleet to make the additional call is the Crown of Galicia, which is now at Salina Cruz en route to Vancouver. Four other Harrison liners following the Galicia will make calls at the Mexican port in search of business, and if the new departure proves successful the service will be maintained.

The Harrison Direct Line agency at Honolulu has been advised that another new Harrison liner is about to enter the service between Europe and the east. The Crown of Seville, which has been recently launched, was scheduled to steam from Liverpool September 21st for San Francisco. The new steamer, which was built at Glasgow, is 445 feet in length, 56.3 feet beam and 23 feet depth and of about 5800 tons gross. The vessel is especially designed for her owners' Eastern and Pacific trade and is fitted with twin masts with a bridge between the two foremasts and a complete outfit of derricks, including a heavy derrick to lift a weight of thirty tons.

A girl's college at Granada under French control, has appealed for rescue from famine. American marines in Nicaragua will be sent to their aid. The \$50,000,000 loan to China for which negotiations have been going on between China and a British bank has been balked by the concerted opposition of the United States and Great Britain, insisting on foreign supervision of expenditures of loans granted to China.

Italy and Turkey have agreed to the peace terms proposed by the Porte. Italy retains Tripoli, and is communicating with European bankers for a loan of between 500,000,000 and 600,000,000 francs to Turkey.

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## TWO 'HIGHER-UPS' IN OPIUM

SMUGGLING RING ARE TAKEN

SAN FRANCISCO, Sept. 21.—Customs Inspector Henry Gallagher and Agent Joseph Head, both men told all they knew about the affair and implicated Donaldson and Gallagher. They went before the Federal Grand Jury yesterday afternoon by the Federal Grand Jury on charges of conspiring with David Powers and Emil K. Fiedler to smuggle 600 lbs of opium from the steamer Siberia last December.

The indictment recites that Gallagher and Donaldson introduced Powers and Fiedler to the boatswain and the engineer's cabin boy of the Siberia for the purpose of aiding and abetting in the smuggling of opium. The opium was taken ashore the night of December 11th. An investigation by Special Treasury Agent W. H. Tidwell and Surveyor of Customs Duncan E. McKinlay convinced them that the inspectors were not to blame for the contraband getting off the ship.

Fiedler and Powers were arrested at the time, and December 18th Fiedler, while in the Alameda County jail, made a confession to Customs Inspector Joseph Head.

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